THE MONITOR AND MERRIMAC.

[CONTINUED FROM FIRST PAGE.]

continuer from first Page.)

and an imparial statement of those derived from other sources. Before addressing ourself to this task, we passe to remark that if we treat the two combats as two great pictures, into which we have not space to introduce all the details, that if, indeed, we omit to mention many deeds of personal valor and heroic courage, that, in short, if our report is imperfect in these, or any ether particulars, it must be remembered that we have as yet but imperfectly obtained the numerous particulars which aftern the whole.

On the morning of the 8th the steam frigate Virginia, Flag Officer Franklin Suchanan commanding, left her moorings at the dock yard, and, attended by the steam tugs Beaufort, Lieutenant commanding Parker, and the Raleigh, Lieutenant commanding Alexander, steamed shown the harber.

Raisigh, Licutenant commanding Alexander, steamed sown the harbor.

It was a galant sight to see the iron-clad Levinthan gliding noiselessly through the water, flying the red pennon of her commander at the fore flagstaff and the gay Confederate ensign at.

Not the least impressive thought which she suggested was that her galant crew, under a commander and officers worthy to direct their destiny and defend the flag she bore, went thus belily with smiles and huzzas to solve a new problem in maritime warfare—to make the "trial trip" of the Virginia the trial of battle. Nor could any man behold the little tugs, with their gay ensigns at peak and masthead, their battle flags set, steaming in her wake, without an emotion of admiration for the bravemen they thus bore and a prayer for their deliverance.

In the wake of all came the Port Admiral, with a staff of naval officers.

peak and masthead, their battle Bags set, steaming in how wake, without an emotion of admiration for the brave men they thus bore and a prayer for their deliverance. In the wake of all came the Port Admiral, with a staff of aaval officers.

Thus down the barbor passed the wharves thronged with eager citizons, past the batteries whose parapots were dark with soldiers, steamed the squadron.

Through the two barricades and then the Virginia put her belm a starbeard and took the south chunnel.

Meantime the morning was still as that of a Sabbath. The two frigates lay with their boats at the booms and wash clothes in the rigging. Did they see the long, dark hull? Had they made her out? Was it ignorance, apathy or composure? These were the questions we discussed as we steamed across the flats to the south of the frigate with the two galiant little gunboats well on our starboard boam heading up for the enemy. Our doubts were solved by the heavy boom of a gun beyond Sewall's Point. The reverbeardion roiled across the sun-lit water and died away, but still the clothes hung in the rigging, still the boats lay at the booms. Another gun (twenty minutes past one), broke on the air, and a tag started from Nowport's News, while at the same time two others left old Point, taking the channel inside Hampton bar. Steadily with a grim and ominous silence the Virginia glides through the water, steadily and with defant valor the Peanfort and Raleigh followed where she led. At ten nametes to two, a rifle gun from one of these little yessels rang out, then a white puff from her consort. Still the clothes in the rigging, still the boats at the boom. Was this confidence? It could not be ignorance. Did it mean torpedoes, submarine batteries, informal machines? The gunboats have fired again, and to here—away to the eastward—were the Roanoke and Minnesota rieing like prodigious castles above the placid water, the first under shear proports from the gunboats, but the Virginia goes dove the placid water, the first under shear proports from t

all shot by the destards who fired from the ship and shore when the white flag was flying at the main and mizzen of the Congress.

Here, too, and in the same way, Flag Officer Buchanan and Flag Lieutemant R. Miner, were wounded. Now, the James river guideaux, whose dark smoke had been seen against the blue distance ever since three o'dicek, came dashing along past the shore batteries. Tucker, the courtly and chivalreus, leading the van, with the James town, Lieutenant Commanding Barney, close aboard, and the little Toaser, Lieutenant Webb, in her wake—ikee a bewlegged buil dog in chase of the long, lean sing hounds. It was a gallant dash, and once past the batteries the two heavy vessels took position in line of battle, while the Toaser dashed at the Minsesota, looking no larger than a cock boat. And right well she maintained the honor of her flag and the appropriateness of her name. Now the Roanoke puts her below up and declines the battle. Now the Virginia is thundering away again. The Teaser is still closer in Weare closer to. Sizz comes a shell ahead, presently another asker, finally a third with a clear, sharp whitz just overhead, to the great delight of the Commodere, who appreciated the compliment of these good shots, which were the last of six directed shots at the Harmony. Now the schooner Reindeer comes fooming along, cut out from under the shore batteries, she reports, and is seet up in charge of Acting Master Gibbs.

And next, thegaliant Beaufort runs down. Farker to a drings on board the great piece of bunting we saw as ed down just now. He brings also some thirty prisoners as ded down just now. He brings also some thirty prisoners had down just now. He brings also some thirty prisoners and some wounded men—men wounded under that white flag yonder described by the Yankees. One of these lies stretched out, decently excered over, gasping and his life on the dock—a Yankee, and through the hand, all bloody and ghastly, killed by the inhuman fire of his some people. Another, pute and them, the captain of the Beamfort's gum, lies there too, a noble specimen of a mon, who has since gone where the weavy are at rest. A gallant man, a brave sommab. We chusk hands with Parker; he gets back to his vessel elightly wounded, as is aloxander also, and steams Back galantiy to the fight. The Patrick Henry, the Jamestown, the Teaser, the Beaufort, the Raleigh and the grand old Virginia are all thundering away. We ry, the Jamestown, the Teaser, the Beaufort, the Raleigh and the grand old Virginia are all thundering away. We seem down and speak the orst. We have a report of casualties, we shake hands with friends, we shove off, cheer and steam lowards the Swath Channel. Presently, through the thickening gloom we see a red glare; it grows larger and brighter, and fuller and redder; it creeps linger and higher, and now gon after gun booming on the still night, as the fire reaches them, the hatteries of the Congress are discharged erross the water in harmless thunder. It was a grand right to see, and by the light of the burning ship we made our way back to Norfolk. At half-past eleven the act of retribution was complete, for at that hour, with a great noise, she blew up.

complete, for at that hour, with a great noise, she blew up.

[From the Norf olk hay Book, March 11.]
It is a grave task, a hazardona ambition to write a cotemporaneous history—espensity when one collects his materials under Fing Officer Forrest, whose taste for getting "within range" is proverbial. Knowing the hazard of attempting a description of the series of combats fought on the 8th and 9th in Hampton Bonds, we particularly guarded against misconstruction by stating on yesterday, in our fast paper, the impossibility of chronicing all the grand features of such secres. We committed an error or two, which we some propose to correct, and the printer's decil helped us along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader has along with a few of his own, which the reader along and along the desired has a few of the series of

The United States gunbest Victoria, which will be remained was fought and communicated by the First Londensian. Catesby, his Jones. One obtains recognizating that the control of the States of the States and the Communication of the States of States of the Victoria.

On Sanday in Figure 2 and Communicating was heard below. When the indix vapors that eventure, which the communication of the Victoria.

On Sanday in Figure 2 and Communication of the Victoria of the Victoria.

On Sanday in Figure 2 and Communication of the Victoria of the V

were now direted. The shot fell like hall, the shell flow like rain drops, and slowly, steadily she returned the fire. There lay the Minnesota with two togs alongside. Here, there and encrywhere were the block "cheese ber." There lay the Virginia evidently aground but still firing with the same deliberate regularity as before. Presently a great white column of amoke shot up above the Minnesota, higher and higher, failer and fuller in its volume, and beyond doubt carried death all along her decks, for the red tug's boiler had been exploded by a shot, and that great white cloud canepy was the steam thus liberated—more terrible than the giant who grew out of the vapor unscaled by the fisherman in the fable. And now the Virginia moves again. There can be no error this time, for we see her actually moving through the water, and can mark the foam at her prow. And, strange to say, these long, painful hours, measuring time by our emotions, are condensed by the unsympathotic hands of our watches into fifteen minutes! At twelve o'click noon she was steaming down for Sewall's, while the strange looking battery bore away for the frigate ashore.

We steamed down to meet her, mustered all hands, and running close alongside, gave her three cheers—three cheers—which came from the bottom of our hearts—which were expressive of praise and thankfulness—of benefic

and running close alongside, gave her three cheers—three cheers which came from the bottom of our hearts—which were expressive of praise and thankfulness—of benediction and delight. Her company was mostered on the grating and returned our cheers. We ran in closer, and there was her commander, Cateeby Ap R. Jones, looking as caim and modest as any gentleman within the jurisdiction of Virginia. The Commodore hailed the ship, heard the ropity, complimented the quiet, thoughtful looking man who had managed and fought her from the time Flag Officer Buchanan was wounded up to that moment, and then, with cordially spoken eulogies upon the gallant men on board, we shot a head. Here let us pause one moment. Our task has been to speak of evants rather than individual actors, but we should do violence to our own feelings and to the public sentiment did we fail to allude to the conspicuous services of the gentleman who succeeded Flag Officer Buchanan, who was shot on the grating of the ship on Saturday, the 8th.

He was known to all members of his profession as a thorough and accomplished scaman. As an ordnance officer he was of approved skill, and after the 8th and 9th of March this scholarlike, placid gentleman steps upon the historic canvass of this great revolution as one of its true heroes. We leave him and his-gallant shipmates to the generous appreciation of their countrymen, and asking parden of his sensive modesty for what we have written, pass on with our narative.

The same scene was enacted and re-enacted as she passed each vessel, and, with Flag Officer Forrest in the van, the squadron steamed cautiously along towards the barricades.

As the ships, grouped against the soft, hazy sky, followed the Virginia the picture was one never to be to reliable.

As the ships, grouped against the soft, hazy sky, fol-lowed the Virginia the picture was one never to be for-gotten, the emotions excited such as can never be de-scribed.

scribed.

As we looked up towards Newport's News we saw the spars of the Cumberland above the river she had so long insolently barred; but of her consort there was not even at imber boad visible to tell her story. But this was not all she had done. The Minnesota lay there riddled like a seive. What damage she sustained will never be known, but it must have been frightful. And within eight and forty hours she had successfully encountered—encountered, defied and beaten a force equal to 2.890 men and 230 guns, as will be seen by the following table:—

Men.

Gunz.

Gunboats (Forts (sile

Here, perhaps, in this short table is a better picture of what she did and what she dared than any word painter, though he were a Vernet, could ever give. That some of the makers of this great piece of history may be known to the public, we append a list of her officers.

**ACHON OF THE RIGHTA.*

**Flag Officer-Y. Buchanan.*

**Flag Officer-Y. Buchanan.*

**Flag Lieutenant-R. D. Minor.*

**Secretary and Aut.-Lioutenant D. F. Forrest (army).

**First Lieutenant and Ec-Officio-C. Ap R. Jones.*

**Lieutenanta-C. C. Simms, First division; H. Davidson, Second division; J. T. Wood, Third division; J. R. Eg-gloston, Fourth division; W. Butt, Fifth division.

**Capitain-R. T. Thorn, C. S. M. C., Sixth division.*

**Paymaster-Semple, Shot and Shell division.*

**Fleet Surgeon-D. B. Phillips.*

**Assivant Surgeon-A. S. Garnett.

Chief Ragineer-W. A. Ramse.

**Mailer-Wm. Parrish.*

**Mail

Baginter's Clerk—A. Ubright.

Paymaster's Clerk—A. Ubright.

Boolstockin—C. Hasker.

Gumner—C. B. Oliver.

Carpenter—Lindsay.

Pilok—Geo. Wright, H. Williams, T. Cunnyugham, W.

ACTION OF THE NINTE.

Licutenant Commanding—Jones.

First Licutenant and Er-Officio—C. C. Simms
Licutenant—H. Davidson, First and Second divisions.
All the rest unchanged, the Flag Officer, attended by
his staff, one wounded, the other bearer of despatches,
house left.

his stan, one captain Kevill, with thirty volunteers from his command at Fort Norfolk, was on board during both days, and his men manned No. 7 gm, and gallantly served at that and several others. Captain K. fought No. 7, in Captain Thomas' division, and shared the perils and ho-And now we ask is not the ship worthy her illustrious

The Merrimac at the Norfolk Navy Yard, Undergoing Repairs, &c.
BALTIMORE, March 13, 1862.

The beat from Old Point has arrived, but brings no news, the telegraph having anticipated her advices.

The press despatches will hereafter be sent under the

The stoamer Merrimac is affoat at the Norfolk Navy Yard, and a large force of workmen is employed in repairing her. Serious damage was done to one of her prongs, and the forward part of the vessel was stove in. These are now being strengthened. The people of Norfolk are said to be in a state of min-

FORTHESS MONROE, March 13, 1862. All has been quiet here during the day.

Return of Assistant Secretary Fox to

Washington, March 13, 1862.
Captain Fox, Assistant Secretary of the Navy, returned

from Fortress Morroe to-day. From the information ob-tained there he is convinced that the Merrimac was

IMPORTANT FROM NEW MEXICO.

THE SKIRMISH NEAR FORT CRAIG.

The Advance and Retreat of the Rebels.

Heroic Conduct and Death of Captain McCrea.

Brilliant Action of the Union Officers and Men.

FINAL DEFEAT OF THE REBELS. The Texans to be Driven from

New Mexico, &c.,

Sr. Louis, March 12, 1862. The St. Louis Republican has advices from Albuquerque New Mexico, of February 23, which state that the Texans have made various significant movements in the vicinity of Fort Craig. On the 18th they advanced a column of infantry, a thousand strong, in line of battle, in front of the fort, and also moved a column of eight hundred

cavalry to the west of our defences. They advanced to within a mile and a half of the works, with the rebel flag floating in the breeze. They remained in this position some time, and then commenced a retro

grade movement.

During the time of their advance Col. Canby prudently onces led the greater part of his forces in the rear of the fort. When the enemy commenced retreating and the infantry was separated from the cavalry Col. Camby ordered Major Duncan to charge the cavalry of the enmy with a squadron of dragoons and mounted men, which was done in gallant style, the enemy retreating before them until they arrived at a deep ravine. The Texan infantry in the meantime advanced to the relief o the cavalry, and a skirmish took place at the ravine. Major Duncan, late in the evening, was recalled.

The Texans continued to fall back. It was reported that the Texans had eight pieces artillery placed in a battery, masked in the ravine, but

short distance from where the skirmish took place.
On the 19th and 20th the Texans crossed to the east bank of the Rio Grande, in order, it is supposed, to take possession of the heights opposite Fort Craig. Colone Canby crossed and pursued them in force, when the Texans on the heights fired some fifty cannon shots with-out damage to our forces. Colonel Camby fired but two shots, deeming it imprudent to waste his ammunition.
On the morning of the 21st two hundred Texan mule

The Texans are on the highlands destitute of water Colonel Canby has the pass to the water guarded by a battery and 2,000 men, and all the other outlets are also guarded in force. The Texans must either fight desperately for water o

When the express closed on the morning of the 21st the booming of cannon was heard at Valverde, announcing that the battle had begun.

A military express has just arrived from Fort Craig, with the news of serious conflicts between our forces an the Texaus, which lasted from nine o'clock in the morn' ing of the 21st until sundown of the same day.

The fight commenced in the morning between a postio of our troops, under Colonel Roberts, and the enemy across the Rio Grande, with varied success, until about one or two o'clock of that day (the 21st).

Colonel Canby then crossed the river in force, with battery of six pieces under Captain McCera, of the cavalry, but detailed to the command of the battery. Col. Canby also took with him a small battery of two howit-

The enemy was supposed to have had eight field

The battle was commenced by our artillery and skir mishers, and soon it became general.

Towards evening the guns of the enemy were silence They, however, made a desperate charge on our howitzer battery, but were repulsed with great loss.

Captain McCrea's battery was defended by Captain Plimpton's company of United States infantry and a portion of Col. Penos' regiment of New Mexican Volunteers The Texans now charged desperately and furiously with picked men, about six hundred strong, on McCrea's battery. They were armed with carbines, revolver, and long seven-pound bowie knives. After discharging their carbines, at close quarters, they drew their re-volvers and reached the battery amid a storm of grape and canister. The New Mexicans of Colonel Peno's regi ment became panic stricken and ingloriously flee Captain Plimpton, with the United States infantry, stood his ground and fought nobly until more than one-half were numbered with the dead.

McCrea sat down calmly and quietly on one of his guns, and, with revolver in hand, refusing to fly or desert his post, he fought to the last and gloriously died like a hero—the last man at his guns.

The Texans suffered terribly in this desperate charge. Many of our officers greatly distinguished themselve

on this day.

Major Donaldson, who was chief aid-de-camp to Colone Canby, acted bravely and was conspicuous in every part of the field. His horse was wounded in several places but the Major was not injured.

Kit Carson was in command of a regiment of volun-teers, who were deployed as skirmishers. His command did good service during the action, and behaved well.

We have to lament the loss of Lieutenants Michler and Stone, who, like Captala McCrea, nobiy and bravely maintained the honor of our flag to the last, and died as patriots.

Our loss is about two hundred killed and wonnied

The less of the enemy is believed to be much greater. if the volunteers will do their duty, the Texans will be ignominiously driven from the country.

Trade on the Tennessee and Cumberland

Trade on the Tennessee and Cumberland Rivers.

CIRCULAR OF THE SPECIAL AGENT OF THE TREASURY DIPLARMENT.

I desire to make some explanations to the public in regard to our commercial relations with the insurrectionary States.

The law of Congress of July 13, 1861, makes all intercourse between loyal States and States declared by the President to be in insurrection unlawful, and declares all inscreamings, together with the vessel carrying it, going to or coming from those States, forfeited to the United States.

States.

It was made the duty of the Secretary of the Treasury to enforce observance of this law, and in doing so he required the customs officers to prevent, as far as possible, all violation of its provisions. The great profit of trade, in contravention of the law, induced bad men to attempt its invasion under every conceivable trick and pretence. Hence the necessity of supervising all shipments, no matter where nonlinally destined.

The law provided that the President might license trade with those States, to be conducted only under rules and regulations to be prescribed by the Secretary of the Treasury.

trace with the prescribed by the Secretary of the Tecsury.

Our recent successes in Tennessee have created such a condition of things there that the President regards it his duty to exactise the discretion confided to him by the law by authorizing trade between certain parts of that State and other parts of the United States, under careful restrictions, and the Secretary of the Treasury, in purguance of the law, has prescribed the rules and regulations and met which this trade may be conducted, which were published in the Commercial on Saturday last, and referred to as a "circular." He intends having them so generally advertised that all may see and understand them, and be prepared to make their applications for license to trade in proper form under those rules and regulations.

who desire to avail themselves of licenses can do so upon equal terms.

It may be proper, for the purpose of correcting an orreceous impression in the minds of many, to state that all past and present restrictions upon commercial intercourse were created by the law of Congress above named, and not by any voluntary action of the Secretary of the Treasury; and so long as the law stands, all must be governed by it; and the measures now being adopted contemplate the opening of trade of far as it can be done consistently with the provisions and policy of the law.

Special Agent Treasury Department.

March 10, 1862.

Ashore—Interruption of Mail Communication.

St. Jones, N. F., March 12, 1862.

That Quard intil stendar from Holidax fleving gone rather at Trepassy, we are not likely to have another mail under six weeks from England or the United States.

Hotel.

Hon. G. Dawson, of Albany; Captain Lawless, of Wilming and L. P. Mush, of Bandado, J. Boston: E. F. Williams and L. P. Mush, of Bandado, J. Bandray, of Saw York, and T. D. and T. M. Valle, of Troy, and under six weeks from England or the United States.

NEWS FROM GEN. HALLECK'S DEPARTMENT.

THE BATTLE AT PARIS, TENNESSEE.

The Rebel Loss One Hundred Killed. Wounded and Prisoners.

SKIRMISH AT LEBANON, MISSOURI.

The Rebel Brigadier General Campbell and Twenty Others Captured.

Washington, March 13, 1862. General Halleck has telegraphed the following:— St. Louis, March 13, 1862.

Hon F M STATER Our artillery and cavalry yesterday attacked the ene my was driven out with a loss of one hundred killed, wounded and prisoners. Our loss is Captain Bull, of the artillery, and four men killed and four wounded.

A cavalry force sent out from Lebanon, Mo., attacked one of Price's guerilia parties, killing thirteen, wounding five, and capturing over twenty prisoners, among whom was Brigadier General Campbell, the commander.

SIX HUNDRED REBELS DEFEATED AND THE TOWN
TAKEN POSESSION OF BY OUR PORCES—A NUMBER OF PRISONERS CAPTURED—REFNORCEMENTS
ARRIVING—SKETCHES OF THE REGIMENTS, OFFI-

CERS, ETC., ETC.

A brisk fight took place between a battalion of the Union roops, assisted by a portion of the Curtis Iowa cavalry regiment, and the rebels, on the morning of the 12th inst The Union troops attacked the rebels, who were six hundred strong, defeated them and took possession of the town of Paris. Having accomplished this object they retired within their lines, bringing all their prisoners, of whom there was a large number, with them. The losses of the Union forces were not very serious, although Company A lost, including the Sergeant Major, five killed-The force was at once reinforced by a second battalion and other troops were ordered on to further strengthe

SKETCH OF THE CURTIS CAVALRY. The Curtis cavalry regiment was formed in St. Louis, at the Benton Parracks, and is made up of Nebraska, Iowa and Michigan companies. It is commanded by Captain William W. Lowe, United States Army. We do not deem it politic to publish the relative strength of the regiment, but can safely assert that it will not fall far short of any other regiment in the volunteer service. The men have a degree of dash in their composition that will make them more noted before the end of the war.

SKETCH OF COLONEL LOWE. Col. Wm. W. Lowe, the commander of the Curtis (Iowa) cavalry, is a native of Indiana, but was appointed to the army from the State of Iowa. He entered West Point as cadet, and graduated on the 1st of July, 1853. He was first made a brevet second lieutenant of the Second dragoons, and, after being made a full second licutenant was promoted to a first lieutenancy and transferred to the Second cavalry. This commission bore date Decemregiment, dating from May 31, 1858. On the 9th of May 1861, he was further promoted to a captaincy in the Fifth cavalry, which rank he new holds, having obtained leave of absence to take the command of the Curtis (lowa) cavalry regiment. Among the incidents of his life is the fact that, on leaving the Military Academy, he was immediately ordered to Texas, and remained there until surrendered by Major General David E. Twiggs to the rebel troops in that frontier State, the conditions of he surrender being that they were to be re-embarked to the North. On arriving at New York Col. Lowe was or dered to Washington, and thence into Virginia, and commanded a squad of cavalry at the battle of Bull run After participating in that engagement he remained on the Potomac until December, when he was ordered to St. Louis, to take command of the Curtis cavalry. After organizing and equipping the regiment be and his command were immediately ordered to Fort Henry, Ten-nessee, from whonce they were further ordered to make

SKETCH OF LIEUTENANT COLONEL PATRICE. Lieutenant Colonel Patrick, of the Curtis cavalry regi-ment, is a Pennsylvanian by birth, and removed to Omaha, Nebraska, in 1856, where he entered miss trade, continuing therein until the fall of 1858. From this pe riod until the war broke out he was comparatively idle. On the formation of the Curtis (Iowa) cavalry be was elected Captain of Company A, and was promoted to be Lieutenant Colonel in December last. He is a capable Liestenant Colonel in December last. He is a capable military strategist, in view of ordinary ability and little experience, and is a most active and energetic man in personal appearance he is of medium heigh, and he years a heavy flowing beard. He has sharp blue eyes, and is not unamiable in his manners. SKETCH OF SERGEANT MAJOR IVONY, KILLED AT THE

Sergeant Major John Ivony, who fell on the 12th inst., at the battle of Paris, was a Pennsylvanian by birth, and removed from Philadelphia to Nebraska City, Nebraska Territory, in 1858, where he became one of the contract-ing surveyors of that Territory, under the late John C. appointed in 1861 Receiver of Public Moneys, United States Land Office, at Dacotah, Nebraska Territory, by President Buchanan, which office he he'd at the beginning of the formation of his regiment, in which he was ap-Sergeant Major, though being thought felly capable of holding a commission, having seen service in Mexico throughout that struggle. He was a fine, spirited, chivalric, noble, impulsive man. His are was about twenty-nine years.

GUERRILLA CHIEF CAPTURED. Sr. Louis, March 12, 1862.

A special despatch to the Democrat, dated Rolla, March 12, says that Wild Pilly Price, a desperate chief of a guerrilla band of robels, has been taken prisoner, and is now in custody at Springfield. There is no further news from General Curtis' com

mand as yet.

New Post OfFices .- We notice, by the list of new Pos

Offices established by Postmaster General Blair, and officially published in Holbrock's United States Mail, that the restoration of Southern offices has already commence ed. The list of new offices is published in the Mail monthly, and it is therefore a most reliable source of re forence to merchants and others having occasion to re sume correspondence with Southern cities and towns at the earliest practicable moment.

Personal Intelligence.

Major General Fremont and family left the Astor House last evening, and proceeded by the six o'clock train to Washington. The rooms they have been occupying will be retained, as it is his intention to return to this city on Cast Wm. J. Baulsin, who commanded the cunbon

Whitehall at Newport's News on Sunday, arrived at his residence, No. 4 Atlantic street, Brooklyn, yesterday. Col. E. W. Serrill came passenger by the Oriental, from Port Royal, as special bearer of despatches to the War

General Hitchcock and F. A. Morse, of the United States Army; R. Skinner, of Chicago; G. W. Sprague and T. C. Amory, Jr., of Boston; D. A. Waldren, of Chicinnati; L. H. Nepper, of Trey; C. Spooner, of Connecticut, and H. P. Blair, of Hartford, are stopping at the Fifth Avenue

Hon. C. H. Van Wyck, of Sullivan county; Hon. Amava J. Parker and Judge Nott, of Albany; Hon. J. R. Chandler, of Philadelphia, George Jerome, of Detroit, and S. Y. Learned, of Philadelphia, the stopping at the St. Nicholas

Hotel.

H. Erown, E. M. Jordan and J. W. Werts, of Philadelphis; R. M. Cannield, of Washington, J. M. Palmer, of Boston; J. L. Douglas and wife, of Yonkors; G. T. Atwood and M. M. Rhodes, of Massachusetts, are stopping at the Lainzge House.

Geograf A. C. Niven, of Monticello; H. D. Booth, of Chicago; J. Bexter, of Cincinnati; J. B. Dubois, of Baffalo; F. S. Stevens, of Massachusetts; C. R. Dinamit, of Iowa; A. Leisch, J. Westcott, C. L. Cobb and J. H. Bates, of Michigan; John L. Merriam, of St. Paul, and C. S. Merriam, of Loniaville, are stopping at the Metropolitan Hotel.

THE WAR IN THE SOUTHWEST.

General Bragg, with Ten Thousand Men, Sent to Reinforce New Madrid-Erection of Fortifications at Jackson, Tennessee-The Excitement in Memphis, &c.

an who left Memphis on Saturday arrived here this morning. He reports that there is no trouble at Memphis. Many persons were leaving the city. Cot-

ton, molasses, sugar and other articles of merchandles were being shipped down the river. The policy of burning the city was still discussed.

Speeches were made every night, and all means used to check the increasing demoralization and to excite a war General Bragg had come up from Pensacola with 10,000

men. Those were sent to reinforce New Madrid and Island No. 10. Generals Bragg and Beauregard were at Jackson, Tenn., constructing fortifications, and all the negroes in the country are called out to work on them. Martial law was proclaimed in Memphis last Monday for the purpose of checking insubordination, and to compel the citizens to turn out and fight. No defensive

less formidable than Columbus. The rebels confess that the reduction of these places will give us all the points, on the Mississippi. Their gunboats are all at Island No. 10, and carry rifled twenty-four and thirty-two pound-

ers. The fleet is under command of Capt. Hollins.

A messenger from New Madrid reports all quiet this morning.

News from Fortress Monroe FORTRESS MONROS, March 13, 1862.

The rebels commenced yesterday a small work of logs and sand at Sewall's Point, apparently for the protection of a single gun. It was first discovered there on Satur-

The Seventh New York regiment went out on grout from Newport's News this morning, and drove in the enemy's pickets up James river. The new gunboat Dacotan arrived to-day from Boston.

WASHINGTON, March 13-11:30 P. M. The telegrams received to-night from Fortress Monroe and Newport's News report all quiet along the lines.

SHIPPING NEWS.

Port of New York, March 13, 1862.

CLEARED. CLEAKED.

Ship Reinhardt (for), Wiegan, London—H Koop.
Ship Alevandrine, Titoomb, Bristol—C C Duncan & Co.
Ship Reform (Nor), Ellessen, Cork—Funch, Meinoke

Ship Free Trade, Stover, Philadelphia—R P Buck & Co. Bark Bounding Billow, Mayo, Cape Town, CGH-Bashford Moniton.

Bark Luta (for), Leopoldt, Cape Town—W F Schmidt,

Bark Evadne (Br.), Kerr, Gueenstown—Craig & Nicol.

Bark Paula (Brem), Dannemann. Cadiz—Ruger Bros.

Bark Gabriele (for), Callora, Cadiz—F Berthoud.

Bark W Wilson (Br.), Plummer, Cadiz—Giro & Francia.

Bark Columbia, Roberts, Havana—N H Brigham.

Bark Texas, Ayers, Port Royal, SC—Wakeman, Dimon &

o. Brig Ellen Morrison, Lyon, Demarara—D Trowbridge, Brig Ocean Eagle, Forrest, Arroyo—Yates, Porterfield & lo. Brig Eliza (Br), Doyle, Havana—B P Sherman, Brig Emily Fowler, Staples, St Jago—Brett, Fon & Co. Brig L M Arnold (Br), Atkinson, St John, NB—P I Nevius & Son.
Schr Eckford Webb, Freeman, Liverpool-Dunham & Di-

oon.
Schr Truro (Br), Cottam, Laguayra—J F Whitney & Co.
Schr P Blake (Br).
Nassau—H J & C A Dewolf.
Schr Emra (Br), Clark, Halfax—H J & C A Dewolf.
Schr British Queen (Br), Clark, Windsor—H J & C A De Schr S C Steel, Garford, Port Royal, SC-Master, Schr Ann Eliza, Evernham, Washington-Van Bru Schr Ann Enza, Evernaam, Washington— an Brun Sacht, Schr R S Dean, Cook, Washington—L Kenny, Schr R F Stockton, Vancicaf, Baltimore—Master, Schr Ald, Gooding, Philadelphia—Walsh, Carver & Ch Schr J L Redner, Cordery, Philadelphia—LT Runyon, Schr Marian, Jorden, Millville—Master, Schr Eucae (Br), MeGuire, Portland—J Boardman, Schr Oregen, Groves, Rockland—W S Brown & Co. Schr C C Comstock, Jerome, New London—Master, Schr C C Comstock, Jerome, New London—Master, Schr C G Grande, Buck, Snow Hill—M Parker, Sloop Rio Grande, Buck, Snow Hill—M Parker, Sloop T Hull, Hull, Providence—L Kenny.

Capt Thornhill is master of the bark Golden Gate, which cleared on Tuesday for San Francisco.

ceared on Auesday for San Francisco.

ARRIVE D.

Ship E C Scranton, Magna, Liverpool, Jan 5, with more, to
Lawrence, Giles & Co. Had W gales the entire passage; was
40 days to lon, 40; has lost jibbeom, and the fore, main and mizen topsails.

This Praincis A Palmer, Post, Liverpool, Jan 16, with indee to J & N Smith & Co. to J & Smith & Co.

Ship London, Huribut, London, and Iale of Wight Feb 7,
with make and 40 passengers, to Grinnell, Minturn & Co.
Feb 24, Chas Becker, of Sweden, fell from the jibboom and
was iost. Had heavy W gales most of the passage; was for 8
days on the 40th deg of longitude, hove to most of the time
Feb 25, Jas Richmond died from disease and exposure.

Ship Missouri, Hughes, London, Jan 2, Isle of Wight 12th,
in ballast, to W Nelson & Sons. Had heavy W gales nearly
the entire massace.

Peb 25, Jas Richmond died from disease and exposure.

Ship Missouri, Hughes, London, Jan 2, Isle of Wight 12th,
in ballast, to W Neison & Sons. Had heavy W galez nearly
the entire passage.

Ship Glad Tidings, Nelson, Glasgow, Feb 7, with indee, to
Win Nelson & Sons. Had heavy weather; split salls, stove
hatchbours, &c. 17th Inst, Frank Noyes, seaman, fell overboard and was lost.

Ship Henrietta (of Robbinston), Trecartin, Londonderry,
56 days, in ballast, to Brett, Son & Co. Has be an 35 days W
of the Banks, with strong W gales. Jan 31, Francis Nickerson, aged 36 years, seaman, fell from the fore topmast overboard and was lost.

Bark Wursata (Hano), Becker, Havre, C. days, with radse
and 65 passengers, to C C Duncon & Co. Had strong W gales
the entire passage.

Bark Golumbus Brem), Cerdes, Antwerp, Feb 16, with
midse, to master. Passed large quantities of field ice in lat
46, 1on 39.

Bark Gazelle, Rhodes, Barbados, 20 days, with old metal
to Trowbridge's Sons, of New Haven. Has been 10 days N
of Haiteras.

Book Nausett (Br, of St John, NB), Brownlow, Newstan,

Bark Gazelle, Rhodes, Barbados, 20 days, with old metal, to Trowbridge's Sons, of New Haven. Has been 10 days N of Hatters gett (Br. of St John, NB), Brownlow, Neuvitas, 17 days, with sugar &c. to T Owen & Son. Feb 24, off Neuvits, apoke brig Mary Gore, for New York; Th hast, off Hatters, had a violent NE hurricane, during which spint salls, stove bulwarks and deck load of minasses, &c. Brig Artennus (Br. of St Johns, NY), Bernard, Palermo via Gibraltar, 65 days, with fruit, to Giro & Francia. Had heavy W gales most of the passage.

Brig Prince Alfred (Br. of Halifax), Carroll, Ponce, Feb 20, with augar, to H J & C A Dewolf. Feb 22, let ze lon 60, spoke U S gunboat W G Anderson, on a cruise, all well.

Brig Mitwaukee (of Cherryfield), Brown, Nauvi as, March U S gunboat W G Anderson, on a cruise, all well.

Brig Prince Alfred (Br. of Hauffax), Carroll, Ponce, Feb 20, with augar, to H J & C A Dewolf. Feb 22, let ze lon 60, spoke U S gunboat W G Anderson, on a cruise, all well.

Brig Prince Alfred (Br. of Hauffax), Carroll, Ponce, Feb 5, via Key West March 1, in ballast, to France Bro & Co. 7th inst, off Hatteras, had a NE gale, sprung head of malemast and stove bulwarks; same time, saw large quantities of wrecked stuff adrift.

Schr Emeline (Br. of Dieby, NS), Copeland, Arrovo, 16 days, with molasves, to Galway, Casado & Teller. Hith hist, lat 37 15, lon 73 45, spoke bark Clenfuegos, hence for Clenfuegos.

Schr D B Bayles (of Brookhaven), Jayne, St Groix, 16 days,

days, with moisses, to Galway, Casado & Teller. Hith Inst, lat 37 Is, lon 73 45, spoke bark Clenfuegos, hence for Clenfuegos.

Schr D B Bayles (of Brookhoven), Jayne, St Groix, 16 days, with sugar &c. to P Hanford. Had heavy NW gales Not integer, the state of the s

One ship, unknown.

The report in yesterday's edition of ship Mary A Tyler, rom China, as below, was incorrect. from China, as below, was incorrect.

In the Lower Bay—Ship Criterion, Harding, from Havre, of days, to Nesmith & Sons; was ordered to Boston, but came in for supplies. Has experienced heavy gales from WNW to WSW the entire past age; tost and split sails, and suitation other damage.—Benorted by steaming J A Stevens, Ship Star of the Union, Gorham, from Callao, Dec 22. arrived off Sandy Hook this morning, and was ordered to Boston.

Boston.

SAILED.

12th—Barks Mansonito (Br), Cork; Hearietta Elizabeth
Susanne (Dutch), Rotterdam; Elm (Ham), Antwerp; Zingarelia, Rio Janeiro; Mondamin, do, having repaired; Br or ge
Baleintha, St Johns, Nr; Ada, Port as Prince; schrs E G
Knight, do; Trident, Porto Rico.

American Shipmasters' Association,

No 51 WALL STREET-ROOMS 23 AND 25.
The following approved officers have received cerificates The following approved officers have received cerificates of this association:—
Captains Joseph H Tucker, ship J H Elliott; John Power, late of sehr Brontes; Gharles Brown, late of bark Hy Warteck; R A S Pittesan, its of ship James Guthrie; Rugh H Perry, mate of ship Jeremian Thompson; Hersekah Halling, ak Norumbega; David J Harding, ship Windermere; War C Face, mate ship Florence Nightingsle; Lewis F Brown, brig Lucretta; Stephen Wallace, brig Nelle Hunt; Win N Sheriff, brig J W Hawner; Goo McCinice, ship John Wesby; Jacob McConnell, back Actine; Ghas G Evans, brig Harvest Queen; Etchard Chandler, ship Hampdon; Chos J Hill, mate Lark Tangler; Chos E Fresten, shir John Maters Sami B H. M. hark E Sherwood; Thomas C Whitney, ship Southangton; Lewis Bates, bark S McFariant; Goo V Hall, mate ship Tonion; John M Humphreys, ship Southaship Southaship Coulomb Coulomb Bellering, acts Chief.

Miscellaneous.

Song Jone G Roach, in government employ, when of Roansks Island struck on an anchor, which knocked a hole in her bottom. Finding her to be filling fast, the captain run her on the beach. her on the beach.

The elegant and fest sailing elipser sleip Kitty Slapson,
which has just been newly metalled and placed in fine order,
is now leading at pier if East River for Shanghae, China, for

is now loading at pier it East River for Shanghar, China, for which port she is a sivertised to ast on the 28th inst. This ship (whech has excellent accommodations for a few more colling passengers) is communicated by Capt Nayo, late of the Gray Franker, in whom is combined the qualities of a gentleman and the roughpring seamon.

U.S. Satte Verknost—Stemaship, Saxon, partly leaded with eargot for Boston, salied from Phindelphia early on Wednesday morning in worch of the Vermant. The Saxon took a sent of valid and a rougher for the distantial ship which was limit applicin about 400 miles R of the Capes of Delaware. Suce Sr Bankano, which arrived at Calcuta Jan II from Modean, leaky, was in collision with Er ship Begins going up the Bospey, and each sustained some damage. of North street, East Fiver, is now on the small Hannes dock

Bank Thirmary, Gibe, from Rica Oct 25, via Norway Jan 4, of and for Boston, put into Fayal previous to Feb 10, short f provisions and with less of sails. She would refit and pro-ced in a few days.

and was supplied.

BR Sont Live Buor, of Shelburne, NS, was fallen in with
latingt, in distress, and with loss of unate overboard. After
much difficulty all hands were taken off by the fishing selfburne, NS, Capt Dench, of Glous sier, and landed at Shelburne, NS, Capt Dench is highly proised for his untraordi
unary curritons in saving the lives of the men under circum-

Scun H & R Arwood, at Boston from Tangier, carried away Cottestox—About 3 o'clock yesterday morning, as the U S steam transport Ellen S Terry was coming up the Bay, when of Bedice's Island she came in collision with steamer Seth A Low, carrying sway her port wheelhouse, rail, ac. The B of T had starboard howsdove and rail carried away.

HOLVHEAD, Feb 25—Put in, the Shooting Star, Dyer, from Baltimore for Liverpool, with loss of cutwater. The Albion, Willisms, from New York for Liverpool, also put in with loss of sails. The wreck of ship Polynesia, of Boston, before reported burnt at San Francisco, has been sold for \$2300.

The wreek of ship Polynesia, of Bosion, before reported burnt at San Francisco, has been sold for \$2390.

The Shipping List says:—We notice sales of ship Sultana, 652 tone, built at New York in 1854, at about \$11,000; A156 ship Geoport, 856 tone, built at Gosport, Ha, in 1854, \$27,000; A2 bark Parana, 265 tone, built at Fortland, Re, in 1864, \$27,000; A2 bark Parana, 265 tone, built at Fortland, Re, in 1864, \$27,000; A2 bark Parana, 276 tone, built at Month 1865, \$6,800; Re high parallel paral

Ship Noses Davenport, 809 tons, built at Newburgport in 1855, has been sold at Calentia for 65 000 rupees, cash. A considerable number of the American vessels at Calentia Jan 22 were offered for sale. Brig Thomas, 164 tons, has been sold at Shanghae for \$6500 Mexican.

LAUNCH—G & T Boole, of East Boston, will launch on the 15th inst the superior white oak ship Merchant, owned by Suchet Mauran, Esq. of Provisiones. Schr Wandering Wave, 15t tons, has been sold at Shanghao for 11,500 taels (not as before).

Notice to Mariners.

Notice to Mariners.

Notice is hereby given that the Spar Buoy placed to mark.

Drum. "d'a Ledge and the approach to Fox Island Thoroughfare, Me, goin: easilyward, has broaden from its moorings and
gone adritt. It will be replaced us soon an possible.

By order of the Light. "see E card.

J D SEAVEY, Clerk 1st Lighthouse dist.

Portland, March 11, 1862.

Portland, March II, 1862.

Capt Foster, of schr Delaware, at Portland, states that his vessel terched on Bantam Ledge, between Seguin and Damitsove Islands, not in consequence of the buoy having drifted ½ a mile NW, as before reported, but by carelessness of the man at the helm. The buoy lies W by S ½ of a mile of the man at the helm. The buoy lies W by S > 6 a mile from the ledge.

Capt Shepherd, of schr Sno.z Squall, of Camden, reports that in coming through Steamboat Passage, Damiscove Island, in company with another vessel, arruck on Hypocrite Ledge, that danger being marked by a red buoy, instead of black—he supposing that it should be left on the port band in coming to the westward, as is the case with all other red buoys. Capt Stinkles a black huoy should be placed there for the safely of vessels.

for the safety of vessels.

At Barbedos Feb 20, barks. Solon, Smith, of NB, taking in previations; Thos Winslow, Fisher, of do, do do.

Schr Oxford, Snow, of Fift, was at Pernambuco Jan 31, oil not stated; put in for fear of capture by Southern privateers.

Would gain and preced:

A letter from the first officer of Lark Solon, NB, reports her at Barbados Feb 6, having taken 49 bits likfish last cruise on Coast of Africa. Also reports bark Nintod, Davis, NB, 25, mas put, with 190 sp.

Capt Cleaveland, of bark Matthew Luce, NB, reports her at sea Jan 20, hat 22 30 S, ion 72 W, having taken in the last 40 days 455 sp. making 180 sp.

Takeshound in April. Had not seen ap whs for 7 mos prev to the above. the above.

The second officer of ship Mount Wollaston, Codin, NB, reports her off New Zealand Nov 24, with 1390 sp, all well, Nov 15, spoke ship Sea Gull, Nichols, NB, 1600 sp.

Bark Clarice, Brown, NB, arrived at Ialcahuano Jan 20, not having taken any off since leaving there in April hast. She would take a little freight and leave for home in a few days.

Ship R H Tucter, Unik from Boston for Calcutta, March 7, lat 28, lon 6520. Ship New Hampshire, from Liverpool for Portland, Feb 16, 65 miles W of the Smalls.

Foreign Ports.

Annoro, Feb 21- in part and S C Shaw, for New York in Gaya. В Анкаров, Peb 3—Arr borks Maraval, Griffin, NYork (and id for ——); 8th, Henry Trowbridge, Duntze, do (and sid lth for St Vincent). Sid 7th, bark Mayflower, Duell, Trinidad. In port Feb 19, barks N H Gaston, Parmelce, from NYork, are back, dbs; Jane E Williams, Wilson, from Buenos Ayres. des mules. Oa, Feb 28-In port schr Laura Mang m, from New Farat, Feb 10—In port bark Telegraph, Giles, from Riga via Norway for Boston; put in short of provisions, and with loss of sails. Would refit and proceed in a few days. MANIAS, Jan 8—Arr ship Cyclone, Ingersoil, 50 days from MANIA, Jan S-Afr ship Cycone, angeston, Nork 3 days; San Francisco,
Poxes, Feb 19-In port briga Resolute, for NYork 3 days;
Poxes, Feb 25-In port sche Alberto, for NYork 3 days,
ST Jons, NB, March 6-Arr con-Favorite, Dexter, NYork,
Cid 1st, steamer Emperee, Shows, NYork, 6th, bark Annie,
Kenney, Eastport, s-br A Edwards, Torra, NYork.

Kenney, Eastport, sehr A Edwards, Torrs, NYork.

American Ports.

BOSTON, March 12—Arr sany Wizard King, Cone, NYork, bark Merrimae, Strout, Havana; sehrs Marcia, Quinn, East Harcoo, Ti, H & R Alwood, Atwood, Taugher; vashid Sharp, Haley, and Silver Magnet, Ferry, Phiadeightha; Ceres, Meredith, N. westle, Del; Frederic Warcen, Cooms, Elizabeth port. Chi schre T H. Thompson, Sylvester, Baltimore, Edward Reed, Goodspeed, and Foli, Price, Adams, Philadelphia; Chaim, Crewell, Baltimore; Mary A Shropshire, Shopshire, Wilmington, Del; Antelope, Hoggias, NYork, Sid slips Willer, Del; Alledope, Hoggias, NYork, Sid slips Willer, Providence for Fl Taleigh.

BRISTOL, Marth II—Arr schr Mail, Crowell, Providence for Fl Taleighia. ELIZABETHPORT, March B-Cht schra Cornella, Mac-key, and Richard Borden, Arnold, Fail Riyer; Sew Delight, key, and Richard Borlen, Arnold, Fall Riyer; New Delight,
Scottil, New Haven,
FALL RIVER, March Il—Arr schr Iaux P. Hazard, Wilgen, NYork, Sid schre Elben Barnes, Briggs Elizabethport;
sloop Clair, Murphy, NYork,
Elin—Arr sloop Halen, Batonck, Elizabethport, Sid schre
Mary, Toroll, Elizabethport; fram Smith, Growell, and SeaBird, Choo, NYork,
GLOUCESTEE, Mark 8—Arr schra Rebecca S. Warren,
Warran, Borksport for Kaltmore; 9th, Nor Wester, Hillier,
NYork; 12a, Eveling, Greenport, George Killorn, Booth,

NEW LONDON, March 12—Arr schra Nathan Chiford, Shate Baltmore for Norwich, George Walter, Pentigrew, Yemmico, Md; Chief, Eldridge, Kitzabethport; Jane Maria, Ward, Nyork for Norwich, George Walter, Pentigrew, Yemmico, Md; Chief, Eldridge, Kitzabethport; Jane Maria, Ward, Nyork for Norwich, New Haver, Masch II—Arr schra Amer Eagle, NBrunswick, Baltmore, Bilain, and Dalem, Loddam, Eldribethport; Gertunde, Hill, and H R Moulton, Stone, Nyork, Cla schra Saria Jane, and Dr W R Powers, Elizabethport; JC Colyer, and D Zussell, NYork.

12th—Arr schra S Wright, Seaman: B S Brainerd, —; C L Halse, McGart, Talitha & Hannah, Morrell, and Am Eegle, Thompsen, Elizabethport,

12th—Arr schra S Wright, Seaman: B S Brainerd, —; C L Halse, McGart, Talitha & Hannah, Morrell, and Am Eegle, Thompsen, Elizabethport,

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12th—Arr schra S Wright, Seaman: B S Brainerd, —; C L Halse, McGart, Talitha & Hannah, Morrell, and Am Eegle, Thompsen, Elizabethport,

12th—Arr schra S Hardhead, Fertiess Monree W Saulsbarr,

12th—Arr schra S Hardhead, Liverpool II Gregory, Gregory, Salpheimta, Daummond, Liverpool II Gregory, Gregory, Salpheimta, Oratman, Erstein S Haller, Santh, Bridgeport; J B Wellington, Chipman, Beston; C Leeser, Lawa, Newnuryport, Snow Fisch, Deke, Dickerson, and Jesse Williamson, r., Winsmore, Fortness Monree; Effort, Dougaty, Potone River; Curnella, Noves, Antanolis,

Lewis, Del, March II, HAM—The Br schr Valorous, from Halifax, and sair West Wind, from Fort Pickens, passed upthis morning. Two Ships, names not ascertained, cirne in and stood up hast verteing without communicating with the Breakwater.

10th 11th Ann. March II—Arr Br steamship North American, Bort and Liverpool via Londonderry. Cid bark Sarah B Hale, Crowther, Cardinas, berg, Hattie E Wheeler, Pinkhun, Havana; George Harris, Bowers, Matanass; Ashier, Thesting, Cardinas, Gen Matchi, Amarch, Gust, Frieden, Pinkhun, Havana; George Har

MISCELLANEOUS.

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[Ev. EDWMID A. WILSON, Withausburg.

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